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range unfavourable facilities which are offered by the port in its present state. We must not say that the trade of the port cannot be conducted. The way in which it is conducted is a matter of fact. The facilities which the port offers are not such as to enable the trade to be conducted in a satisfactory manner. The facilities which the port offers are not such as to enable the trade to be conducted in a satisfactory manner.

But at the same time no system of lighterage can compare with the plan of loading and unloading at a wharf, and especially a wharf which has cover from the weather, a bonded store close by, and railway trucks running to the ship's side. There are some parts of the colony in which the facilities for the import and export of goods are not such as to enable the trade to be conducted in a satisfactory manner.

At the same time a comparison of the facilities for the import and export of goods in the colony with those of other colonies is likely to be misleading. Melbourne is not a port at all, except as regards the small craft that can come up the river. It will be a port when the Harbour Trust has completed its great undertaking, and carried out Sir John's scheme; but, at present, it is an inland city, and has two main waterways—one at Sandridge, and one at Williamstown—with both of which it is connected by railway.

All goods landed from large ships, therefore, have to be put at once into railway trucks, and forwarded to the city for distribution to the warehouses. That is not the case in Sydney, where comparatively few of the cases go direct from the ship to the railway. In Melbourne there is dry cartage from the goods station to the warehouses; in Sydney the cartage is direct from the wharf to the warehouses. At the same time there is every year an increasing quantity of produce coming down from the country, and stores going up, as to which the connection between the ship and the railway is direct; and the intermediate cartage which exists at present is simply a waste of time and money.

The Government is carrying out improvements at the Circular Quay with a view to berth large ships there, but at the same time opposes all proposals of carrying the railway there. The two lines of policy seem somewhat inconsistent. The improvement of the quay is the result of an agitation that commenced some ten years ago, and which was based on the assumption that that wharf being the property of the Government would be the great place for loading and unloading the largest ships that came to the port. Since then the Government has gradually slid away from that policy. If there is to be one great wharf anywhere, it will certainly be where the railway is taken to, and that for the simple reason that it will be quite impossible for a wharf without a railway to compete successfully with one that has a railway.

If therefore the Government has made up its mind that the Circular Quay is not to have a railway, it is perhaps making a mistake to go to the expense of new wharves. Circular Quay would do very well in its present state for a second-class wharf, and a second-class wharf is all it would be if a great railway wharf was to be established elsewhere. It is inevitable that either the railway must be carried to the wharves and warehouses, or else the wharves and warehouses must be carried to the railway. The two have got to be united somehow, because that is an essential of modern commerce.

According to the plan submitted by the Government last session, the official design is to make the east side of the Pyramont peninsula the wharf of the future. The design, however, was only broached in part. If it is to be carried out the railway will not terminate at the bridge, but will be carried on to the Point, and terminate in a deep water jetty, and perhaps also be carried further to the west round the Pyramont shore, and possibly across to Balmain. If Sydney Cove is thus to be practically superseded by Darling Harbour, then the Government ought to deal with the matter, not by little bits, creating future difficulties for itself and its successors, but comprehensively, and should resume at once all the land that is likely to be wanted in the wide sweep of its plan.

The meeting on Friday was evidently inspired by an instinctive feeling that the Government scheme would alter the status of existing Sydney, by shifting the centre of the wharf and warehouse business to the other side of Darling Harbour, and that it would be better to give railway accommodation to the existing business centre than to create a new Sydney to follow the railway. Mr. Young's scheme can hardly be considered less expensive than that which the Government condemned last session by refusing to submit it, but it has the advantage of promising to restore a large part of its cost by adding to the value of waterfront premises.

To be effective in this respect, however, it would require that the Government should make a clean sweep of all private properties along what the people of San Francisco call the city front. It would require a new wharf alignment, a new level street with a railway down its centre, and probably a new row of warehouses. It would require some careful calculation to estimate what this would cost to complete, and what the property would be worth when the scheme was fully carried out. As to the improvement it would effect in the city there can be no question, and the Government would have no difficulty in borrowing the necessary funds if on good engineering authority the scheme could be shown to be a wise one. There are other considerations, however, to be taken into account, such as the accommodation for passenger traffic, and whether the proposed city extension is to be considered as superseding the tramways, or as merely an adjunct to them. The whole question is a very large one, but it involves the consideration as to whether old Sydney is to have a railway, or whether the maritime and warehouse business is to be shifted to a new site, better planned.

In consequence of the length of time likely to be required for the preparation of the usual official report upon the trade of this colony for last year, we have collected, from authoritative sources, the principal details, which appear in another column classified from several points of view. If the *Statistical Register* were published in parts, and each part sent to the printer as soon as the material was ready, without waiting for the manuscript from the statistical departments, the public would get information on many important matters months earlier than they do now.

Under no conceivable form of a count-keeping ought there to be any necessity for a year or nine months to pass before particulars of the imports and exports of any given year can be got ready for publication. Our main reason for undertaking this investigation now is that a general summary has already appeared of the Victorian imports and exports for the year 1880, which has led to much discussion from opposite standpoints, and to unworkable conclusions. It returns the total imports of all classes of commodities into Victoria at a value of £11,556,894, with a yield of £1,147,545 to the Customs revenue, and the exports at a value of £15,954,559. But it does not give a proper classification of the exports into "Victorian and other produce." Some of the articles specified in detail are marked "Victorian" up to a value of nearly seven millions sterling, some marked "other produce" to the value of three millions sterling; and all the rest, to the amount of nearly six millions, remain unspecified. The value of the wool alone, the produce of New South Wales, sent to Victoria last year, according to our own Customs authorities, was £3,219,729, and almost every line was forwarded there to London. Yet the Victorian Department of Trade and Customs claims all the wool exported from its ports as the produce of the colony, with the exception of 41,269,996 lbs., valued at £2,183,168, credited to other countries in a footnote of one line in the abstract already cited. That is less by over a million sterling than the declared value of the wool sent to Victoria from New South Wales, without including small contributions from other colonies. Such gigantic discrepancies spoil the value of the returns for political and economic purposes, and those who wish reliable information must seek for it elsewhere.

The whole trade of New South Wales with all countries last year amounted to £13,950,075 of imports, and £15,525,138 of exports. This is the first time the exports have exceeded the imports since 1875. Putting the last five years together, there is a total import value of £71,207,168, against a net export value of £67,707,590, which leaves a net surplus import of £3,499,578. Some writers would represent this as the profit of trade received by the public of this colony, but that is a very crude method of computation. The value of an article at the place of exportation is in most instances very different from its value at the place of importation. It is in this way that trade becomes a mutual benefit, because it exchanges the superiority of one country, which, as a superiority, must necessarily be depreciated in that country, to the superiority of another country, which pays for its supply by whatever produce it can best afford, and for which there is a foreign demand. Nor must it be left out of account that a large portion of our imports consist of Government material for railways and other public works paid for by loans raised in England, and, therefore, largely affecting the balance of trade. The Victorian imports for the same five years amount to £77,821,000, and the exports to £72,688,610, and that gives a net surplus import of £5,132,390. For these five years the import overland from New South Wales, consisting almost exclusively of wool and meat, amounted to a value of £16,045,453, and last year's imports were the largest of all, amounting to £3,824,310, against £698,681 for South Australia. It remains to be seen how far the impending railway struggle will modify this trade across the border. For the same five years New South Wales received Queensland produce to the value of £10,100,802, consisting mainly of wool and gold, almost all seaward; and last year's imports from that colony were valued at £1,998,433 of all kinds of produce. Striking the balance between the different countries, it will be noticed that upon the year's transactions the United Kingdom received £988,975 in our debt; Victoria, £2,811,748; South Australia, £139,849; New Zealand, £44,439; Western Australia, £13,219; while we remained in debt to Queensland, £793,835; to Tasmania, £301,922; to other British colonies, £235,829; and to foreign countries, £981,762. That makes our total credits £3,568,000, and our debts £2,013,000; leaving a net surplus export, as already explained, amounting to £1,555,000 for that year. It is evident that in London the rate of exchange should be greatly in favour of this colony, and the state of trade must have had some influence upon the new loan so successfully negotiated last week.

Much has been said of late about the success of Victorian manufacturers in flooding Sydney with their produce. In the analysis of the trade between the two colonies given elsewhere our readers can see for themselves of what that trade consists. The overland imports are valued at £903,020, and they consist mainly of drapery, hardware, and station supplies imported from abroad, and sent into Riverina under drawback, if dutiable, by the Melbourne merchants, just as the Sydney merchants supply their inland customers with the same kind of commodities, without being hampered by drawback. The balance on that trade leaves Victoria out debtor to the extent of £2,850,000, and if the Melbourne merchants are satisfied with their part of the bargain, the producers of Riverina have found their own account in it, in spite of the import stock-tax, and they will feel little temptation to transfer their capital from New South Wales land to the protected factories of Victoria. The imports seaward from Victoria, less the seaward exports, leave a balance against New South Wales of only £248,942, half of which is accounted for by drawbacks alone. If our rural occupiers find it more profitable to grow wool and meat for export than to grow wheat, it would be a wasteful policy to interfere with the free employment of their capital and labour by fiscal restrictions. Hitherto they have been too far from a market to cultivate extensively, with only the slow and costly bullock-team conveyance. The extension of railways will remove that difficulty, and the increasing density of population in the interior will eventually give them large local markets, such as the smaller and more closely populated colony already enjoys. Only a dense population can manufacture to advantage, and even then there must be some natural facilities in its favour. The coal and iron of England were almost, if not quite, as essential to her commercial supremacy as the industry and enterprise of her people. Other countries possess similar facilities heretofore undiscovered or undeveloped, and in time they

will become rivals for the commerce of the world. But that will be a gain to the world, for the economic interests of mankind require everything to be produced in the place where, and by the people by whom, it can be most cheaply and best produced, and then freely exchanged for the equally best produce of all other lands. Our wool export of last year was valued at the extraordinary total of £5,437,554, of which only £300,000 came from Queensland and elsewhere. Our exports of live stock reached a value of £985,611, besides frozen and tinned meats. Some day it will pay to weave a large part of that wool into cloth instead of sending it to the mills of Bradford and Roubaix, and it will pay also to break up the natural pastures to grow wheat and other cereals. Till then New South Wales may well be content with the almost fabulous return to her expenditure of labour and capital in self-sufficiency, and in her southern neighbour in nursing premature industries at such a wasteful cost to consumers.

Readers of the *Nineteenth Century* must have seen some time ago, at the title of the article which heads the list in the April number, and a general impression must have been produced that the writer had either begged the question, or made some very novel and startling revelation to justify such a heading. The secret of the title, and the key to the writer's position throughout, are to be found in the peculiar standpoint from which he writes. Mr. McCarty has well described how foreign revolutionaries have again and again misunderstood the spirit of the English people, and mistaken the admiration lavished on some particular hero for active sympathy with the cause which he represents. But there is another class of foreigners who have misunderstood the English people, and that is the class of military despots and representatives of Cæsarism, who have always been so pre-occupied with the belief in their own system that they have been incapable of understanding how nations could be so much more advanced than their own, and that on which they have built up their greatness. Such was the case with the great Frederick; so it is with the man who has completed his work in unifying Germany, and who was pre-occupied with the idea of the Napoleonic wars. Had it not been so he would never have died at St. Helena. If it is so with the master spirits of military, what will it be with the subordinate? Will not their whole minds be so absorbed with the perfection of the machinery which they have helped to create, and in the contemplation of which they spend their lives, that all other terrestrial affairs, if they do come within their ken, will be dismissed with that supercilious contempt which is the lot of the ignorant? Can we expect Captain KIRCHMANN to occupy the Middle-Wealdian dille with 1,200,000 Austrians at a moment's notice. Are there to be any Hungarians, Serbs, or Czechs among those 1,200,000 men? Is the Austrian Empire so homogeneous that its whole strength can be directed to the aid of the Prussian army in the military party in Vienna? If so, things must have undergone a marvellous transformation since 1866, when the strength of Austria was broken in seven weeks as much by disaffection at home as by superior force abroad. Captain KIRCHMANN, and all of his class, are apt to regard nations as jointed machines, which are to be run by the hand of a commander like machines. But if the organisation of armies has been wonderfully developed in the last few years, so have the intellects of those who should go to form them; and the perverted notions which find expression in a refusal to recognise the perfection of military art, or the blessings of universal peace, are gaining ground. When the time comes for perhaps these much-vaunted supports, they may perhaps be found to be like the reed which pierces the hand that leans on it. Again, there is surely something which has been called the "sinews of war." This Captain KIRCHMANN can hardly contend to deny. With a going to the hilt, and pointing out the payment of the ransom of this element in modern warfare, it might convey a useful hint to recall the fact that the one thing which was most instrumental in causing Russia to give in when her army lay in sight of Constantinople was the difficulty experienced in floating another loan.

One of the latest and most interesting contributions to the statistical returns of the connection between crime and commerce has just been furnished by the Massachusetts Bureau of Statistics and Labour. The general result is to show that of the total number of crimes committed in Boston last year, 1880, 11,838 were committed in the city, and 1,158 in the remainder of the State. This result appears very conclusive upon the face of it; but while there can be very little doubt that crime is very often a stimulus to the commission of crime, in returns of this class there is very often an attempt to prove too much. Because indolence and alcoholic habits are shown to be connected with crime, it is concluded that the commission of offences in 81 per cent. of the total convictions, it is argued too much to contend that had all been total abstinence the crime in Boston in 1880 would have been reduced by 81 per cent. No allowance appears to be made for the fact that in many cases indolence and crime are incidental to the same social position, and that the commission of offences in 81 per cent. of the total convictions, it is argued too much to contend that had all been total abstinence the crime in Boston in 1880 would have been reduced by 81 per cent. No allowance appears to be made for the fact that in many cases indolence and crime are incidental to the same social position, and that the commission of offences in 81 per cent. of the total convictions, it is argued too much to contend that had all been total abstinence the crime in Boston in 1880 would have been reduced by 81 per cent. 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SALE ON THE GROUND, SATURDAY, 22nd JUNE  
HARDIE and GORMAN.



## HORSES AND VEHICLES.

## AMERICAN BUGGIES AND CARRIAGES.

Having just landed at the Pier from Boston, another large and second-hand lot of our celebrated Buggies, Carriages, and Waggonettes.

Persons in search of a thoroughly genuine and good article will do well to inspect our stock, before purchasing elsewhere.

## LARGE ASSORTMENT BEST AMERICAN HARNESS.

READY, BROTHERS,

SHOWROOMS, WYNARDA-STREET, BARRON, MOXHAM, and CO.

Importers only. AMERICAN BUGGIES, AMERICAN BUGGIES, AMERICAN BUGGIES.

Another shipment. We have just unpacked, ex. from New York, an assortment of nicely-finished BUGGIES, comprising:

Double-seated Piano Box Buggies, Double-seated Piano Box Buggies, Double-seated Piano Box Buggies.

Also, large assortment of Single, Double, shifting, and Express Harms.

READY, BROTHERS, 252, Pitt-street.

Importers and Manufacturers, 252, Pitt-street.

HANDSOME THOROUGHBRED STALLION, 6 years old, 200; grey-fleshed HACK, 210. KNIGHT.

GOOD Spring-Cart and Safety Horse, 212; saddle and harness Horse, 214; small Pony, 210. KNIGHT.

HORSE, Spring-Van, and Harness, 222; Horse, Spring-Cart, and Harness, 214; Pony, 210. KNIGHT.

NEW Double-seated Hackney, 210; new Spring-Cart, 210; new Spring-Cart, 210; new Spring-Cart, 210.

NEW Express Waggon, 228; Dogcart, 210; Sociable, 211; new Spring-Cart, 213; Buggy, 210; Knight.

A WAGONETTE, Horse, Harness, &c. Also, Right of Road for sale, by weekly instalments, 400, George-st.

FOR SALE, good CAB, cheap. Apply along next to registry office, Burwood-street, Clive.

ANGUS AND SON, COACHBUILDERS AND IMPORTERS, 100 and 101, Castlereagh-street.

A large and varied stock of vehicles on hand of the very best quality. Shipment received monthly. Illustrated catalogue, free. Patrons of the "Angus Buggy" also the "Shall Detector." Medals and Special Prize holders. Established 1858.

## Auction Sales.

Home and Carriage Bazaar, 241, Pitt-street.

WILLIAM INGLIS and CO. will sell by auction, at the Bazaar, 241, Pitt-street, opposite school of Arts, late Gibson's, and 185, Castlereagh-street, THIS DAY, at 11 o'clock.

Horses, vehicles, &c. to be sold at Campbelltown any afternoon.

The force of best description, charges moderate, and every attention paid to stock sent in for sale or delivery.

Spring and Hackney Carriages, American and Colonial built Waggonettes, Buggies, Sociables, and Wagonettes.

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JOHN BRIDGE will sell by auction, at Homebush, on THURSDAY, 16th instant.

23 choice bullocks, 300 sheep, on account of John Dwyer, Esq.

Weekly Leather Sale.

MAIDEN, HILL, and CLARK will sell by auction, at their Leather Sale-rooms, Circular Quay, THIS DAY, Tuesday, 14th instant.

Rip, sole, calf, yearling, harness, bag, bridle, baits, &c. Terms, cash.

Weekly Leather Sale.

HARRISON, JONES, and DEVLIN will sell by public auction, at their New Wool Store, Macquarie-place, THIS DAY, Tuesday, 14th June, at half-past 10 o'clock.

Sole, kip, calf, harness, yearling leather.

JOHN BRIDGE will sell by auction, at his Produce Stores, THIS DAY, at 10.30. Leather.

F. L. BARKER will sell by auction, at his Stores, at 11 o'clock.

THIS DAY, at 11 o'clock.

Billot Wood, Posts and Rails, and Palings.

DEWITT and HOSKIN will sell by auction, at Newtown Bazaar, THIS DAY, at 11 o'clock.

Billot wood, posts and rails, and palings.

DEWITT and HOSKIN will sell by auction, at Darling Harbour, THIS DAY, at 10. Wood, posts and rails.

THIS DAY, at 11 o'clock.

Diamond Jewellery, English Watches, Gold Bells, Alberta, Chains, Neckties, Signet Rings, Silver Neckties, &c.

H. L. DUNN and SON will sell by auction at their Rooms, 274, Pitt-street, THIS DAY, at 11 a.m.

The unselected Jewellery offered with Mr. R. D. Miller, of Park-street. No reserve.

THIS DAY, at 11 o'clock.

Superb Works of Art, in China, Majolica Ware, &c. account Messrs. HARRIS and ACKMAN.

WEDNESDAY, 15th, at 11—300 cases "Hilltop" Portland Cement, 100 and 101, Castlereagh-street.

THURSDAY, 16th, at 11—Magnificent Jewellery, exhibits from the International Exhibition, Melbourne.

FRIDAY, 17th, at 11—On the ground, Macquarie-street, the site of the old Library, old Building and Materials, &c.

HARRIS and ACKMAN.

THIS DAY, 16th JUNE, at 11.

SECOND GRAND SALE BY AUCTION, under instructions from Messrs. BRAY, BROTHERS.

In consequence of the Dissolution of Partnership.

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SECOND







**DISENGAGED**, a good COOK, town or subu

**TO LET, HOUSE, 4 rooms, rent 12s.** Grosvenor  
 120, Grosvenor Road, Haverhill, 11/10.  
**TO LET, old established General Store.** Apply  
 120, Grosvenor Road, Haverhill, 11/10.  
**TO LET, STORE, in Fitt-street, near Queen's-shed.**  
 Apply Messrs. Milne, and Co., accountants, Moor-street.  
**TO LET, HOUSE, four rooms, kitchen, large yard, and**  
 garden, near the Mill, and near the Mill, and near the Mill.  
 Apply J. Forster, at 31 Clarendon-hamers, Falmouth.  
**TO LET, CARLISLE COTTAGE, 174, Victoria-st. North**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, HOUSE, 2 rooms and kitchen, near**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, a HOUSE, in Alice Maden-terrace, Rye-st.**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, 2 ROOMS and Kitchen, 4, Palace's buildings**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, OFFICES, in Pitt-street.** Apply Davenport  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, HOUSE, in 477, Bristol-terrace.** Apply  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, 2 HOUSES, Dowling-street, Woolloomoo**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, HOUSE, in 477, Bristol-terrace.** Apply Davenport  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, semi-detached VILLA, Greenhills-street**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, HOUSE and SHOP, in Goulburn-street**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, HOUSE and SHOP, 6 rooms, washhouse**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, HOUSE, 7 rooms, grates, copper, oven, 10**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, 16, Belmore-street, Allion Estate: 6 rooms**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, COITAGE, Rodden, 6 rooms, washhouse**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, HOUSE, 134, Clarence-street, 6 rooms, bal-**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, HOUSES, Edward-street, Plymouth: rent, 15s**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, Family RESIDENCE, Union-street, Plymouth**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, rear of 306, Cornlawrth-street, DWELLING**  
 174, Victoria-st. North, Falmouth, 11/10.  
**TO LET, Barber, Tobacco, Business: tools, fixing**  
 174, Victoria-st. North, Falmouth, 11/10.

**TO LET, a six-room HOUSE, bath, gas, every convenience, CH. RARRY-ROAD, SURREY HILLS, key next door. Apply 10, RARRY-ROAD, SURREY HILLS.**

**TO LET, in SURREY HILLS, 2 minutes from Crown-street tram, 10 ROOMS, 5 very large rooms with gas. Particulars: Tudor Cottage, DAVY-STREET, SURREY HILLS.**

**TO LET, 4 HOUSES, 5 rooms and kitchen, good yard, 10 minutes, 5 minutes from Maresfield-street, 10 minutes from Green and Lavett, 24, Pitt-street.**

**TO LET, 1 HOUSE, situated in Walker-street, containing 5 rooms, bath, gas, every convenience, 10 minutes from**

**TO** LE 1, 1, Stewart-terrace, 4 hour street, 4 bedroom, 4 room, kitchen, front balcony, gas and water, very convenient.

**TO** BE LET, a large YARD and WORKSHOP, situated in Elizabeth-street, between Park and Bathurst streets. Apply to Hardie and Gorman, Bell's chambers, Pitt-street North.

**TO** BE LET, 2 OFFICES, in Change Alley, Pitt-street North. Apply to Hardie and Gorman, Bell's chambers, Pitt-street.

**TO** GROCERS, Drapers, Tobacconists, and Others, who want to let a good position in Paddington, 3 new show, with 100 feet frontage, and every convenience. Apply J. L. & Co., 100, Pitt-street.

**TWO BE LET,** on the Heights of Darlington, close to William-street, newly-erected RESIDENCE, containing rooms, &c. Apply Hardie and Gorman, Bell's-chambers, B. street.

**TWO LET,** opposite Town Hall, in Druitt-street, a door from Jack-street, one of these central SILENT STORES, with residence and every convenience. Apply 68, Druitt-street.

**TWO LET,** for 3 or 4 months, a 3-roomed COTTAGE, with a garden, about 1 mile from Moss Vale station, rent, £1 10s. Apply to M. J. Fitzpatrick, Post-office-chambers, B. street.

**THE NEWLY-ERECTED STORES** situated in the

**TO LET,** two or three **BRICK STOVES**, adapted for heating large houses; also **RANGES**; also a largest **FIRE-GRATE** in Sydney, 50-horse power engine, capable of grinding 400 tons per week. Apply to C. Kidman.

**TO LET,** Regent-street, Paddington, a 7-room **HOUSE**; gas and water laid on, and commanding a splendid view of Botany and Moore Park. Apply J. England, no Council-chambers, Paddington.

**TO BE LET,** Cottage RESIDENCE, No. 21, Darling Street, near the North Albion-terrace, containing 7 rooms, &c., &c.; very neat and comfortable. Apply to Haughe and Gorman, Bell Chambers, Pitt-street.

**TO LET,** a capital stone **HOUSE**, 6 large rooms, kitchen, wash-house, large stable, underground tank; also a large garden, &c., &c. Apply to Messrs. H. & A. Smith, 189, Pitt-street.

**TO LET,** a charming Cottage **BESIDE**, the Victoria Wharf, Road, containing every convenience for small family. Apply to W. Cargill, Waratah, Pyrmont Bridge Road, or to Hardie and Gorman, Bell's-chambers, Pitt-street.

**TO LET,** a portion of the **VICTORIA WHARF**, well adapted for Coasting or Ferry Steamers.

Apply to **HENRY CLARKE, Victoria Wharf.**

**TO LET,** Marrieville Road, Marrieville, near proposed train terminus, highly desirable 12 rooms, large and well built, showing abundance of good water. Gas and bells, stable, coachhouse, &c.

Ground, 266 feet deep. Apply Ella Villa.

**TO GRAZERS and Others.**—From last July, 1881, I have sold a half-acre LEASE of those well-known Fatteners, **PADOCKS**, Garwood and Pogromer, situated within one and a half miles of Fenrit, containing six thousand and twelve acres (6,020) highly improved, grassed and watered, and subdivided into ten (10) paddocks. For further particulars, apply to J. York.

**VICTORIA-ST.**, Darlinghurst, near tram, to LEASE HOUSE, hall, rooms, kitchen, &c. E. R. HANLEY, GEORGE.

**WOLLAHIA, Queen-street.**—To LET A SHED. Enquire M. Williams, Queen and Monner streets.

**WHARFHOUSE**, Market-street, near the WHARFS.

**L**ARGE YARD, George-street West, with stalls  
for 60 horses, 12 carriages; spacious hay-loft, hole for  
cattle, mangle, mill, saw-mill, iron-smithy, and  
carriage-builders, wheelwrights, blacksmiths, foundry,  
timber yard, builders, or any other manufacturing works; can  
be leased at a very low rent. Apply 409, George-street.

**L**ARGE CLOSE WORKSHOP AND LOFT TO LEASE  
very convenient.

**S**TABLES, Coach-house, with carriage entrance, and  
convenient for all purposes. Apply 141, Elizabeth-street,  
W. G. H. & C. D., N. L. J. & L. W. STANTON.

**RICHMOND TRAMWAY LINE.**  
**RANDWICK.**  
 10 SPLENDID SITES.  
 AUCTION SALE AT THE ROOMS,  
 NEXT WEDNESDAY.  
**HARDIE AND GORMAN,**  
 133, Pitt-street.  
 \* Lithos at the Rooms.  
**W** HAVERLEY HEIGHT  
 EASTERN TRAMWAY. EASTERN TRAMWAY.

THE GRANDVIEW ESTATE  
THE GRANDVIEW ESTATE  
is, without exception,  
THE FINEST AND MOST BEAUTIFULLY SITUATED  
THE FINEST AND MOST BEAUTIFULLY SITUATED  
SUBDIVISION  
SUBDIVISION  
NOW BEFORE THE PUBLIC.  
NOW BEFORE THE PUBLIC.

NOTE THE DAY OF SALE.      NOTE THE DAY OF SALE.

SATURDAY NEXT, 18th JUNE.

ON THE GROUND. ON THE GROUND.  
AT 3 O'CLOCK. AT 3 O'CLOCK. AT 3 O'CLOCK.  
NOTE THE LIBERAL TERMS. NOTE THE LIBERAL TERMS.  
One-fourth deposit, residue 6, 12, and 18 months; interest at  
5 per cent.  
Free Tickets for Tramway.

LITHOS, NOW READY.  
TITLE, TORRENSE ACT.  
RICHARDSON AND WRENCH.  
SYDNEY MORNING HERALD.  
S. B. H. - 12s per annum.  
This rate is for payment in advance.  
N.B. - For credit the charge will be \$2 16s per annum.  
\* \* All advertisements under six lines will be charged at  
advertiser's account if booked.  
N.B. - Advertisers in the country can remit payment by Money  
Orders or Postage Stamps.  
\* \* \* \* \*  
\* \* \* \* \*

Advertisements are classified as "paid" or "unpaid" on the basis of receipt of cash, and no guarantee is given that they shall appear under certain headings.

While every care is exercised in regard to the due insertion of advertisements, the proprietors do not hold themselves responsible for omissions, errors, or non-insertion through any cause, and they reserve the right of omitting advertisements that they may deem objectionable, even although such advertisements may have been received and paid for in the usual course of business.

For the convenience of advertisers, replies to advertisements may be sent to the Herald Office; but the proprietors do not accept any responsibility in this respect.

Births, deaths, and marriages, &c. each insertion of which is charged with a special notice, cannot be inserted in the Journal unless indicated with the name and address of the person.

by whom they are sent.  
 Notices of MATRIMONIES cannot be inserted unless certified correct by the officiating Minister or Registrar.  
 \* The above rule is ordered necessary in consequence of false and malicious notices having been sent for publication for the purpose of obtaining respectable names.

**SYDNEY**.—Printed and published by JOHN FAIRFAX and MORE at the office of the *Sydney Morning Herald*, Pitt and Hunter streets, **Sydney**, June 14, 1881.